AMENDMENTS TO THE SPECIFICATION:

Please replace the paragraph beginning on p. 10 at ln. 26 with the following amended paragraph:

Referring to FIG. 3, another embodiment of a fluid delivery system 200 is shown which can be used with fuel cell system 100. As shown in FIG. 3, fluid delivery system 200 comprises fluidization apparatus 201, fluidization jet 202, spout tube 204, baffle 206 and feed tube 208. Generally, metal fuel particles and electrolyte are located inside fluidization apparatus 201. In some embodiments, fluid delivery system 200 can further comprise fuel inlets 210 and electrolyte inlet 212, which can provide fuel and electrolyte to apparatus 201. In one embodiment, inlets 210, 212 can be connected to an electrochemical cell stack such that fuel inlet 210 provides a flow path for electrolyte and reaction products from the anode bed of an electrochemical cell stack to apparatus 201, while electrolyte inlet 212 can provide a flow pathway for electrolyte and un-reacted fuel particles from a cell stack to fluidization jet 202. In other embodiments, electrolyte input 212 can provide a flow pathway for electrolyte to fluidization jet 202 from fluidization apparatus ~~200~~ 201. In some embodiments, fuel inputs 210 can be used a lines 118, 120 of FIG. 1, while electrolyte input 212 can be used as line 122 of FIG. 1. In other embodiments, fuel inlets 210, 212 can be connected to one or more regeneration units and/or a fuel and electrolyte storage containers, which can supply fluidization apparatus 201 with fuel particles and electrolyte. Additionally, fluid delivery system 200 ~~can~~ may further ~~comprises~~ comprise spout tube support 214 and baffle support 216 which hold and position spout tube 204 and baffle 206, respectively. As shown in FIG. 3, feed tube 208 comprises an open tube located in the apparatus. Generally, feed tube 208 passes through a surface of fluidization apparatus 201 and provides a flow path for fuel particles and electrolyte out of the container. A fuel delivery

pump can be connected to feed tube 208 to facilitate the flow of fluids out of fluidization apparatus 201.

Please replace the paragraph beginning on p. 11 at ln. 26 with the following amended paragraph:

Referring to FIG. 4, another embodiment of a fluid delivery system 250 that can be incorporated into fuel system 100 is shown comprising fluidization apparatus 251, fluidization jet 252, spout tube 254, spout tube support 256, baffle 258 and baffle support 260. Additionally, fluid delivery system 250 can further comprise baffle support rod 262, feed tube 264, and feed inlets 266, 268. Generally, one end of spout tube 254 can be positioned near fluidization jet 252 such that a portion of the electrolyte stream entering fluidization apparatus 251 via fluidization jet 252 flows into spout tube 254. In some embodiments, spout tube support 256 can comprise a rod with an external diameter less than the internal diameter of spout tube 254, which permits support 256 to be inserted into spout tube 254 without completely obstructing fluid flow through spout tube 254. Baffle 258 is positioned adjacent one end of spout tube 254 to redirect the flow of fluid, such as fluidized fuel and electrolyte, exiting spout tube 254. As shown in FIG. 4, baffle 258 is attached to spout tube support 256 which holds baffle 258 in a desired position within ~~container 250~~ fluidization apparatus 251. Spout tube support 256 can be attached to baffle support rod 262. In some embodiments, baffle support rod 262 can be held in a desired position within ~~container 250~~ fluidization apparatus 251 by baffle support 260. As shown in FIG. 4, baffle 258 and spout tube 254 can be connected to spout tube support 256, which allows the distance between spout tube 254 and baffle 258 to remain constant. Additionally, the design of fluid delivery system 250 permits baffle support 260 to be positioned above the flow path of the fluidized fuel particles, which helps reduce flow disruption that can occur when baffle support 260 is positioned within the flow of the fluidized fuel particles.

Please replace the paragraph beginning on p. 12 at ln. 16 with the following amended paragraph:

Generally, electrolyte inlets 266 can be connected to, for example, an electrochemical cell stack such that un-reacted fuel and electrolyte exiting the cell stack can be provided to fluidization jet 252. Alternatively electrolyte inlets 266 can be connected to fluidization apparatus ~~250~~ 251 to provide electrolyte or electrolyte/fuel mixtures to ~~fludization~~ fluidization jet 252. Similarly, fuel inlets 268 can be connected to an electrochemical cell to provide reacted fuel and electrolyte to fluidization apparatus 251. In some embodiments, fuel inlets 268 can be used as lines 118, 120 of FIG. 1, while electrolyte inputs 266 can be used as line 122 of FIG. 1. During operation, an electrolyte stream can be pumped through fluidization jet 252 into apparatus 251, which can fluidize a portion of the fuel particles located near fluidization jet 252. Some of the fluidized fuel particles can flow through spout tube ~~252~~ 254 and contact baffle 258. Baffle 258 can redirect the fluidized fuel particles towards the bottom of the tank such that some of the redirected fuel particles can enter feed tube 264, which passes through a surface of fluidization apparatus 251. The fluidized fuel particles that do not enter feed tube 264 can accumulate near the bottom of ~~container 250~~ fluidization apparatus 251 where they can be re-fluidized by the incoming electrolyte stream.

Please replace the paragraph beginning on p. 14 at ln. 1 with the following amended paragraph:

FIG. 7 shows another embodiment of a fluid delivery system 350 suitable for use with the fuel cell system 100. As shown in FIG. 7, fluid delivery system 350 comprises fluidization apparatus 351, inlet tube 352, fluidization jet 354 and feed tube 355. As shown in FIG. 7, feed tube 355 comprises redirection tube 356 and fluidization tube 358. Fluidization jet 354 can be

pointed downwards to provide an electrolyte stream to the lower portion of fluidization apparatus 351. In one embodiment, fluidization jet 354 can be pointed straight down, however, other embodiments exist where fluidization jet 354 is pointed in a generally downward direction at an angle below the horizontal. Collar ~~355~~ <u>357</u> can extend at least to the edge of the jet and generally extends downward past the jet. Collar ~~155~~ <u>357</u> prevents sufficient contact with metal particles, prior to the initiation of the fluidization process, such that the particles do not block flow from the jet. Opening 360 can be located beneath fluidization jet 354 such that a portion of the electrolyte stream exiting fluidization jet 354 can pass through opening 360 into one end of redirection tube 356. In some embodiments, fluidization jet 354 can be positioned from about 0.25 to about 5 inches from opening 360, while in other embodiments the fluidization jet can be positioned from about 0.5 to about 1 inch from opening 360. One of ordinary skill in the art will recognize that additional ranges of fluidization jet location relative to the opening within these explicit ranges are contemplated and are within the scope of the present disclosure.

Please replace the paragraph beginning on p. 15 at ln. 15 with the following amended paragraph:

With respect to FIG. 8A, a splitter 400 is shown that can be connected to the containers shown in <u>FIGS.</u> 2-4 and 7 to reduce fuel and electrolyte starvation that can occur when a clog obstructs the fuel cell piping system. With respect to the fluidization apparatuses shown in FIGS. 2-4, splitter 400 can be positioned in the fluidization apparatuses such that fuel and electrolyte stream exiting the apparatuses through the feed tubes are split into multiple streams or flow paths. For example, a splitter can be positioned inside fluidization apparatus 151 of FIG. 2 such that the fuel and electrolyte stream exiting apparatus 151 through feed tube 158 is divided into multiple flow pathways.